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Patent

Attorney Docket No. ITW7510.096

## IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of : Albrecht, Bruce  
Serial No. : 10/709,836  
Filed : June 1, 2004  
For : FUEL SAVING ENGINE DRIVEN  
AIRCRAFT GROUND POWER DEVICE  
AND METHOD OF USE  
Group Art No. : Unknown  
Examiner : Unknown

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## CERTIFICATION UNDER 37 CFR 1.8(a) and 1.10

I hereby certify that, on the date shown below, this correspondence is being:

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## 37 CFR 1.8(a)

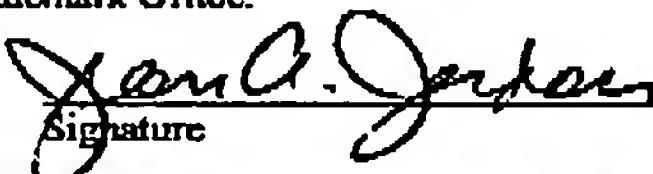
## 37 CFR 1.10

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Commissioner for Patents  
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PETITION TO MAKE APPLICATION SPECIAL

Dear Sir:

Applicant hereby requests that the above-cited application for patent be made Special pursuant to 37 C.F.R. §1.102(c). Please find included herein a signed statement by Applicant verifying that the invention of the above captioned application will materially contribute to the conservation of energy resources and therefore qualifies to

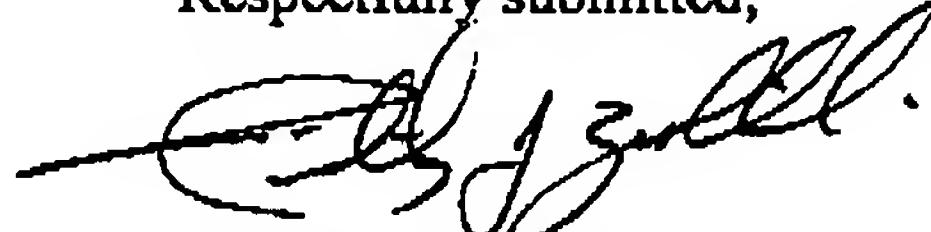
Albrecht, Bruce

U.S. Serial No. 10/709,836

have the application for patent made Special. Additionally, no fee is enclosed herein as under MPEP §708.02 VI, no fee is required for such a Petition.

Applicant cordially invites the Examiner to call the undersigned should the Examiner find this Petition in anyway incomplete.

Respectfully submitted,



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Dated: 1/25/05  
Attorney Docket No. ITW7510.076

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Filed : June 1, 2004  
For : FUEL SAVING ENGINE DRIVEN AIRCRAFT  
GROUND POWER DEVICE AND METHOD OF USE

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Applicant's Statement in Support of Petition to  
Make Application Special Based on Energy and  
Environmental Quality

The present invention contributes to the more efficient utilization and conservation of energy resources and therefore, should be accorded Special status under MPEP §708.02 VI.

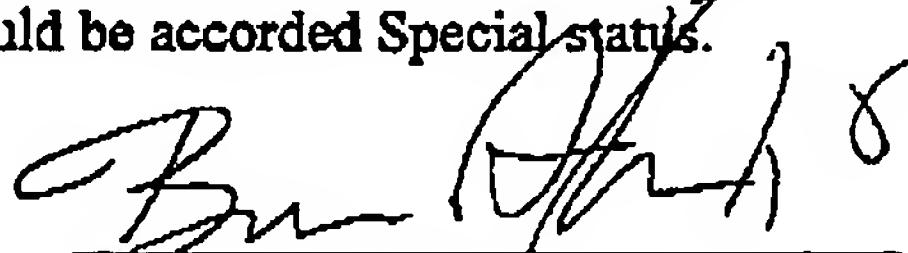
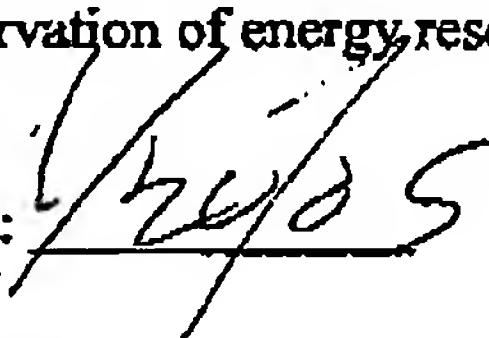
The present invention enables the operation of engine driven or rotating power driven aircraft ground power device with reduced fuel consumption. Traditional rotating power driven aircraft ground power devices often require the engine to be running at or near full speed before sufficient power can be generated to perform the desired powering of an aircraft. Accordingly, traditional rotating power driven aircraft ground power devices are often operated continuously during aircraft powering processes, even though breaks may occur in powering when moving from one aircraft to another, in order to avoid repeated delays in workflow while the engine reaches full power. Furthermore, the aircraft ground power device may be started prior to aircraft arrival and permitted to run while awaiting the arrival of the aircraft.

The present invention allows the engine of aircraft ground power devices to be shutdown and the aircraft powering process to be initiated or continued on-demand, even if the engine has yet to reach full power or even start. As such, the aircraft ground power device of the present invention discontinues engine operation when operation is unnecessary. For example, during a period between aircraft powerings, the engine can be

shutdown and, upon continuing the aircraft power process, power will be delivered to effectuate the process even though the engine may have yet to restart or reach full speed. Accordingly, fuel consumption is reduced by discontinuing and/or reducing engine operation when engine operation or full engine operation is not necessary to continue the aircraft powering process.

Accordingly, the present invention contributes to the more efficient utilization and conservation of energy resources and should be accorded Special status.

Dated:



Bruce P. Albrecht  
Vice President and Managing Director  
ITW Welding Technology Center